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1. The K'ai-Feng [34° 47' N 114° 20' E] railroad station is located in the southeast corner of town. There were three tracks in the station with a few freight cars. About one mile east of the station was located a one-story warehouse approximately 100 ft long and 20 ft wide. A green camouflage cover had been placed over the roof by the Japanese who stored war material here. The Communists retained the cover and posted guards around the warehouse so no one knew what was inside. There were no repair shops or other railroad facilities in the area of K'ai-Feng.

2. During the Japanese occupation an asphalt base had been laid for the track to a distance of about a half mile from the station. Just before the Japanese defeat a concrete bedding replaced the asphalt. There has been no change since that time. The track bed appears to be in good condition outside of this half mile concrete bedding although the tracks and ties were laid directly on the ground with no preparation.

3. During 1951 between 20 and 30 trains per day passed from the east to the west through K'ai-Feng. [] the trains came from Shanghai and were enroute to Peking. The trains carried mostly cotton, peanut oil and peanuts and some wheat. The people and the Communists said that the peanut oil was traded to the USSR for gasoline. About five of these trains each day carried two or three cars of passengers. All of the trains going from east to west had 20 or more cars. The west to east railroad traffic was of empty freight cars and the trains were about 40 or 50 cars and only went through about half as often. The trains never stopped to trans-ship in K'ai-Feng but only to take on fuel, water and supplies. The Communists made no changes [] in the railroad facilities.

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5. The Lunghai Railroad, running between K'ai-Feng and Cheng-Hsien $34^{\circ} 45' N 113^{\circ} 40'$ is in very good condition. The section of the railroad line on AMS map L 531, Sheet 1 50 G, shown south of Chung-Mou $30^{\circ} 44' N 114^{\circ} 2'$ was taken up and removed. There is a wooden railroad bridge across the Chia-Lu River at Chung-Mou and the river at this point is about 10 to 15 feet wide.
6. There is a small railroad bridge about 70 miles north of K'ai-Feng over the Yellow River about two or three miles from Hochi Village. This wooden bridge was slightly damaged but had been completely repaired by 1947.
7. Cheng Hsien is a very important railroad center. There are two stations side by side at the south end of the town, which support the two railroad lines running through the town. Near the railroad stations are a freight house, repair shops and supply shops. All of the heavy maintenance on locomotives and rolling cars is carried out here.

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